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# If you expect Cheryl Scroggins

to break down over the memories, put away your handkerchief. If you expect bitterness or anger, look in someone else's heart.

"I'm doing well," Scroggins said calmly. "This is like coming full circle."

Full circle came April 19th, the 10-year anniversary of the Oklahoma City bombing that claimed the life of her 46-year-old husband, Lanny. If the intervening years have been touched by mourning, they've also been filled with determination and conviction to keep moving forward and not let the residue of terrorism claim her life or the lives of her two sons.

Scroggins recently returned to FAA as a secretary at the Civil Aeromedical Institute at the Mike Monroney Center. Climbing the stairs there recently, it occurred to her that a decade earlier she was "doing this very thing,



**Some 168 lighted chairs commemorate those murdered in the Oklahoma City bombing.**

## Coming Full Circle

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never dreaming that my life was about to be changed forever.”

The bomb was detonated at 9:02 that morning. Lanny’s move to a new office just three weeks before put him on the wrong side of the Murrah Federal Building. A friend working with Lanny told Scroggins that the building broke off right in front of her eyes. She survived. Lanny was gone.

Cheryl was left with two sons, Brad, then 13; and Scott, then nine. What she found afterwards were hundreds of new friends, the compassion of a country, and inner strength.

“It’s funny; it forces you to grow,” Scroggins said. “I’ve discovered an inner strength I didn’t know was there. I can handle anything. I’m independent. I feel real confident. I never felt like I couldn’t make it.”

Maybe the turmoil in the immediate aftermath of the bombing distracted her from her grief. Then the gifts began to pour in. There were poems, pictures, money, a quilted wall hanging, “things that took people hours of effort to do,” Scroggins marveled. And then there were the angels. Hundreds of angels, made of paper and lace and plastic and metal. They came from individuals and from elementary school classes. They grace her Christmas tree every year. “It’s a reminder of the love Americans had for us.”



*“I feel real  
confident.  
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felt like I  
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make it.”*

## Coming Full Circle

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Buoyed by the outpouring of love from the country, family and friends, Scroggins immersed herself in planning for the bombing memorial. She wrote the mission statement and story line for the museum and served on the committee to select the design. “The minute I saw that design, when I saw those chairs and the way they line up in the evening, it’s so appropriate.” The 149 regular-sized chairs stand in memory of the adults who died in Murrah. The 19 smaller chairs memorialize the children who perished.

Scroggins refused to participate in the trials of the culprits. “That was negative. I didn’t want their faces etched in my mind for the rest of my life.” She makes little attempt to understand their motivations and focuses only on forgiveness and peace. “I am ready to get past it all and let it lie,” she said.

Interestingly, while many of the survivors and surviving families have moved on, Scroggins knows rescue workers who’ve struggled with their memories. “It’s still tough for those guys. They have guilt; they feel like they should have saved more people.”

She shuns the emotions that might bring her down. “Lanny was a practical person,” she said. “He would just want people to keep moving with their lives. Don’t let people like [the culprits] steal your joy.”

In her own personal way, Scroggins has fought a successful battle against terrorism. ✈



**Lanny and Cheryl  
Scroggins.**

# Young at Heart: Conversations with the Pros

Obie Young recently earned a master certificated flight instructor (CFI) designation for the fourth time, a distinction achieved by fewer than 500 of the approximately 85,000 CFIs in the country. In the course of his aviation career, Young has been an airline transport pilot, airshow performer, director of the FAA production studios in Lakeland, Fla., and manager of one of the largest, most active and innovative FAA safety programs in the United States. Focus FAA spoke with him recently in conjunction with the Sun 'n Fun air show, in which he plays a major role.

**Focus: You've played many roles in your aviation career. Which has been the most fulfilling?**

I used to say that I was a full time aviator and flight instructor by profession and personal conviction. Over the years, I have been involved with different aspects of aviation. However, one aspect seems to connect all the others: Communications. I have enjoyed all my roles because I have had the opportunity to communicate with a variety of folks. The roles that I had in life were the best roles at that time. Right now, I can truly say that



**Obie Young at the camera in studio B of the Lakeland aviation safety facility.**

being a FAA safety program manager is the best role I have ever had in aviation. We have the opportunity at the FAA Production studios to communicate with many people from all walks of life.

**Focus: With all of that going on, when do you find time to fly?**

I still love to fly; however, I do not get to fly as much as I once did. I get to fly because, as an aviation safety inspector, we must maintain currency. In the safety program we fly with the public during the pilot/aircraft courtesy evaluation program. I get to fly some in support of the FAA Young Eagle Program and the Boy Scout Aviation merit badge program.

**Focus: How much has aviation safety improved since you started flying?**

Wow ... what a question. The best answer I can give to that is a quote we use in the Orlando flight instructor special emphasis program: “The eye cannot see what the mind does not behold.” In other words, you do not know what you do not know.

Aviation safety has improved tremendously since I became involved with aviation. The aviation system that we work in is not a simple one. It’s affected by the economy, world conflicts, weather, people, and many other factors. I feel that the human factors — that is, people — is the most complex of any of these. I think we — FAA and industry — are right on target with the system safety approach.

**Focus: What’s the single most important safety advance the FAA has offered aviation?**

The most important safety advance was to encourage communications by individual safety program managers. These managers have developed programs; conducted safety seminars; made videos,



**Obie Young is an  
FAA safety program  
manager.**

DVDs, CDs; developed Internet sites; broadcast over the FAA aviation training network; and helped to develop the latest tool — the Internet site [www.faa.gov](http://www.faa.gov).

**Focus: What did you think of the movie, “The Aviator?”**

It was a good movie and again brought aviation to the public at large. I feel that “The Aviator” is similar to Top Gun and Star Wars ... other aviation and space movies that appeal to the general public.

**“Gems of Time”**

refers to a sign hung in the waiting room of Lakeland studios. “I do not think it is completely original, but a combination of several folks’ thoughts,” said Obie Young. “It sort of states how I feel about life and what we do with it.”

- You have 60 minutes for your presentation at the FAA safety center and production studios.
- We are each blessed with a string of 365 pearl days in each year that we spend on this old earth.
- Each pearl day contains 24 ruby hours.
- Each ruby hour contains 60 emerald minutes.
- Each emerald minute contains 60 diamond seconds.
- These diamond seconds are perhaps the most overlooked and quickly forgotten. They are perhaps the most priceless of all the “gems of time” and can have the most significant and long-lasting impact.
- One should spend these “gems of time” wisely and for worthwhile purposes, such as spiritual growth, country, family, and your fellow man.
- The next “gems of time” that you spend live, on stage, on the air at the FAA safety center and production studios will affect aviation safety. ➔



# Focus FAA interviewed employees supporting FAA's presence

at this year's annual Sun 'n Fun Fly-in Lakeland, Fl., to get a flavor for the event and the importance of the agency's presence there. Here's what some of them had to say.

## Al Kimball

### Aviation Safety Inspector

#### How many years have you worked at Sun n' Fun?

19 years, five of them with the FAA.

**What's your job?** I staff the temporary FSDO, interact with the public to answer questions and issue certificates.

**What's your favorite memory?** Working with a dedicated group of aviation enthusiasts, both from the FAA and industry.

**Give us insight into Sun n' Fun.** It is a gathering of all facets of aviation, both modern and vintage, personal and commercial, and brings to attendees the latest developments in aircraft and technology.

#### Why is FAA's presence at Sun 'n Fun important?

We need to present a favorable front to the flying public and ensure it is a safe event.



## Augie Casado

### Orlando FSDO Manager

**How many years have you worked at Sun 'n Fun?** 7 years.

**What's your job?** I'm the

# Sun 'n Fun 'n Work

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regional coordinator for the event.

## **What's your favorite**

**memory?** One year we had a balloon come so close to the FAA safety center that you could reach up and touch it. Having said that, the real good memory comes from the many wonderful friendships we make and foster from year to year.

## **Give us insight into Sun 'n**

**Fun.** It's like a small city. It has multiple communities: airplanes, police, trash collection, restaurants, stores, government agencies, medical facilities, and even a daily newspaper.

## **Why is FAA's presence at Sun 'n Fun important?**

Safety! Safety! Whether operational, educational or

customer driven, we are here to help ensure a safe and successful event.

## **Dan Pesonen**

**Technical Support Staff,  
Tampa SMO**

## **How many years have you worked at Sun 'n Fun?**

17 years.

**What's your job?** Install all communications systems used by controllers.

## **What's your favorite**

**memory?** When we finally got enough equipment installed to the fly-in run smoothly from the FAA side of the field.

## **Give us insight into Sun 'n**

**Fun.** It is more work than you think and it has to be ready on time.

## **Why is FAA's presence at Sun**

**'n Fun important?** Without the FAA's equipment and controllers, the fly-in portion of Sun 'n Fun would not work.

## **Richard D. Mileham**

**Safety Program Manager,  
Great Lakes Region**

## **How many years have you worked at Sun 'n Fun?**

Three years.



**What's your job?** Promote the aviation safety program and the faasafety.gov web site.

# Sun 'n Fun 'n Work

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## What's your favorite

**memory?** Working with all the FAA personnel associated with Sun 'n Fun.

## Give us insight into Sun

**'n Fun.** The average FAA employee needs to be aware of the aviation industry and how it is associated to their job function. Sun 'n Fun provides all aspects related to the FAA's responsibility.

## Why is FAA's presence at Sun

**'n Fun important?** It's a prime opportunity to interface with the pilots, mechanics and aviation enthusiast. It's an opportunity for the aviation industry and general public to understand the agency's missions, goals and objectives. Provides

an opportunity to market safety and safety products and programs. Provides an opportunity to provide pilots/mechanics with safety information and presentations.

### David Johnston Controller, Orlando International Tower



**How many years have you worked at Sun 'n Fun?**

11 years.

## What's your job? What's your favorite memory?

When I got to meet and talk with Chuck Yeager and Bob Hoover (an aerobatic pilot)

## Give us insight into Sun 'n

**Fun.** It's lots of sun, lots of fun and lots of airplanes. It's definitely a place an aviation enthusiast would want to be.

## Why is FAA's presence at Sun 'n Fun important?

To let the Experimental Aircraft Association, the flying public and the city of Lakeland know that the FAA supports the fly-in. It also provides for a good opportunity for pilots and controllers to get together and discuss topics of mutual interest. It puts a face with the voice. ✈

## DOUG MOLIN'S PERSONAL PASSION

for wrestling is as entwined with his work ethic as two talented athletes facing off on the mat.

Molin, the manager for tactical operations in the Southeastern United States, is an internationally recognized wrestling official who has officiated at numerous Olympic contents, international and national championships. He was selected as official of the year in 2004 and has the highest international ranking from FILA, the international body that governs wrestling.

**Molin officiates a made-for-television event with U.S. Olympic wrestlers.**



**Molin at the Chicago O'Hare Tower while working for System Operations.**



# A League of Their Own

Molin now is officiating matches in the inaugural year of RealProWrestling, the first professional wrestling league. This is not the wrestling of eye gouges or flying body slams. These matches pit ex-Olympic and collegiate athletes against each other for victory purses. ESPN is telecasting the contests on Wednesdays and Sundays into May. Molin can be seen officiating many of the contests.

What makes a good wrestling official? "It's about the purity of calling them as you see them and making decisions rapidly and putting yourself in the position to have the best angle and view to make the call."

That happens to be pretty good description of his FAA job. Molin has to take in the big picture of

how air traffic is moving in his section of the country, while balancing the needs of en route and terminal facilities, airlines, FAA management and other customers. "I'm connecting multiple facilities with en route, terminal, customers, the Command Center, getting everybody on the same page". He tries to ascertain the best view of the situation and then make his decisions quickly because time is of the essence.

While Molin takes a team approach to his job, it's the individuality of wrestling that attracted him to the sport. "The unique thing about wrestling is that it's not a sport in which you can be lost in a team. It happens on the mat there in front of everybody."

Molin's officiating probably comes in handy at home. The household environment can get "pretty crazy, pretty crazy" with a family of eight that includes four boys who wrestle. (The Molins family includes three abandoned siblings who they adopted.)

"[Officiating] made me a better father. When you're faced with issues beyond your control, you can't continue to dwell on it. Learn from it and move on."

That sounds like the ethic of a champion wrestler. ➔



*"It's about ... putting yourself in the position to have the best angle and view to make the call."*

# New Benefits Proposed

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## FAA EMPLOYEES WILL HAVE ACCESS

to dental and vision benefits by next July, according to the Office of Personnel Management (OPM).

OPM has requested proposals from insurance companies for a dental and vision benefits package. Proposals are due by late summer. Dental and vision carriers will be selected by the end of the year and an open season will be held next spring.

Participation in dental/vision benefits is voluntary and all premiums would be paid by employees.

OPM expects to leverage the size of its 8.5 million-person workforce to gain affordable group rates. ➔





# Tsunami Flight Check

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**T**he FAA's international reach extends from some of the biggest countries in the world to some of the world's smallest islands.

A recent flight check mission took FAA employees from the central United States literally around the world to help the small island nation of the Maldives that had been swamped by the December tsunami.

On March 27, FAA pilots Chris Lenckus and Ken Jack — along with maintenance specialist Rick Denson and mission specialist Bill Hoffman — took off from Oklahoma City to start a 27,000-mile, 5-day commute that included stops in Germany to perform a flight check and fuel/duty stops in Egypt and Oman. Their mission was to restore navigational aids that are vital to the Maldives, whose economy is based on tourism.

First the crew had to overcome problems with the landing gear. "We discovered a landing gear indication problem that could



**FAA flight inspection team is shown here with Maldives airport officials after successful flight check mission.**

**About four feet of the Maldives VOR pictured here is under water after the December tsunami flooded the island nation.**



# Tsunami Flight Check

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have jeopardized the entire mission,” recalled Hoffman of the landing in the Maldives. “In terms of maintenance support, a tiny island was not a great place to be broken down.” But two FAA maintenance employees, Al Montes and Paul Solheim, had been in the Maldives for six weeks putting up a temporary VOR. Although they don’t normally work on aircraft, they had just the tools and supplies Denson needed. They worked through the night to solve the problem, so that by next morning the plane could perform its mission.

Next, a printer malfunctioned, again threatening the mission. Inspectors need printouts to analyze data collected on the mission. After trying several back-up plans, the crew decided it was time to call home base with the bad news. More than a few Oklahoma City employees lost some sleep that night as they scrambled to find a solution. “Everyone went to work on the problem and we were back in business within 30 hours with a brand new printer,” said Hoffman. “The [Maldives] airport manger was ecstatic. The ILS restoration went smoothly and the

Maldives finally had a new instrument approach to the north.”

The remainder of the navigational aids also were restored.

With the help of the Flight Inspection Central Operation, navigational aids maintenance department, and Flight Inspection Operations, and Aircraft Maintenance and Engineering Division, the 27,000-mile “service call” turned out to be a big success. ✈

✓  
✓  
*“In terms of maintenance support, a tiny island was not a great place to be broken down.”*

(From left) Richard Denson, Maldivian technician Ishag Abdulla, Al Montes and Maldivian engineer Ibrahim Imran repair the landing gear on the FAA Challenger jet.







**Mark Rios (right) with Administrator Blakey, Chief of Staff David Mandell and some jungle friends on the Amazon.**

In Mark Rios' and Archie Archilla's world, the days start early, end late, and provide a lot of personal satisfaction. As FAA senior representatives South America and Panama, they were responsible for not only keeping Administrator Marion Blakey up to speed on the aviation interests of an entire region during her recent trips to Brazil and Chile, but also for their day-to-day job of carrying on the agency's work of promoting aviation safety and efficiency there.

The administrator traveled to Brazil and Chile to address the 9th biennial meeting of Latin America's civil aviation authorities, where she discussed cooperation, technology and international financing issues.

# Getting Down to Details

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She also visited SIVAM, the sophisticated Brazilian Amazon surveillance system that combines ground-based and airborne radar, weather satellites and environmental sensors to prevent drug trafficking, illegal mining, farming and logging; as well as full radar coverage of a region that is two-third's the size of the United States.

Because of the logistical complexity of these visits, combined with numerous meetings and receptions, the work on this trip didn't just begin when the administrator's plane touched down. Rios, a 25-year veteran of the FAA, visited Brazil a month early to plan when, where, and with whom the administrator would be at any given minute. As an advocate for aviation safety and efficiency for the region, he worked through every possible press issue and transportation problem they could be raised.

"We get into a lot of the detail," he said.

He also had to figure out the protocol for every situation the administrator might encounter. Do you greet with a handshake or a kiss on the cheek? Do you open the gift right away or wait? "We want to make sure we understand the culture," he said.

During a high-level meeting, the entire translating system broke down. Rios immediately took to the stage, leaned into the admin



**Rios (left) and Archilla served as advance men for the administrator's trip to South America.**

# Getting Down to Details

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istrator and translated for her until the equipment could be fixed more than an hour later. It is these small moments that make Rios's job stressful, but also rewarding. His goal, as he put it, is to have "no surprises."

On the next leg of the trip in Chile, Archilla, director of the FAA's Latin American and Caribbean Office based in Miami, also had a full plate.

Between the meetings and receptions, there were long days that usually started around 6 a.m. and ended about midnight. The early starts might have posed an extra obstacle for Archilla. "[The administrator] isn't much of a morning person and when she was told that she had to wake up at 4 a.m. the next day, she said she might have to kill someone," Archilla said jokingly. "But she's a real trooper."

Rios and Archilla were quick to point out they couldn't do their job without support from their team in Miami and Washington, D.C. Using knowledge sharing technology, numerous people are able to coordinate the administrator's schedules and papers for all of her trips. Rios mentions his working relationship with LeAnn Heart as one of the best example of teamwork he has ever experienced. ➔



*"[The administrator] isn't much of a morning person and when she was told that she had to wake up at 4 a.m. the next day, she said she might have to kill someone."*

# A-76 Process Moves Forward

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With the date for initial job offers by Lockheed Martin rapidly approaching, it appears the reality of the competitive sourcing contractor selection has set in for Automated Flight Service Station (AFSS) employees.

"This is a critical time for affected employees," said Sadie Alvarado, an employee relations specialist from the Southwest Region. "They are facing many decisions and it can be overwhelming."

Contests were filed by the Most Efficient Organization (MEO) and National Association of Air Traffic Specialists and a ruling is expected in June. The Office of Dispute Resolutions for Acquisition, an impartial party, denied the MEO request to suspend phase-in activities, so those continue on schedule.

FAA and Lockheed Martin are conducting site surveys to review inventories and meet with potential employees. On May 1, they will begin to make job

offers. Affected employees are reminded that they must submit applications in order to be eligible for employment by Lockheed Martin. For those employees seeking more information, visit the Office of Human Resources website at [www.faa.gov/ahr](http://www.faa.gov/ahr).

Meantime, FAA's Human Resources employees have been visiting flight service stations to answer questions about retirement annuity assessments, the transition to Lockheed Martin and other issues.

"Our goal is to be able to answer each question no matter how specific it may be, and to provide the right level of support to each and every employee,"

said Alvarado, who has visited Albuquerque, N.M.; San Angelo and Fort Worth, Texas; and De Ridder, La. "Employees need information now to make their plans."

Alvarado noted that some of the younger employees feel optimistic and seem to have a positive attitude about dealing with the situation, while some of the veteran controllers — especially those closer to retirement — feel let down by the agency.

"Employees are very appreciative of the time we spend with them — it's one-on-one, quality time, and there's no replacement for having all the facts," Alvarado added. ➔



**Jacquie Brazier (left), a personnel management specialist, and Tammy Easterling, an employee relations specialist, meet with AFSS employees to discuss their options for the future.**

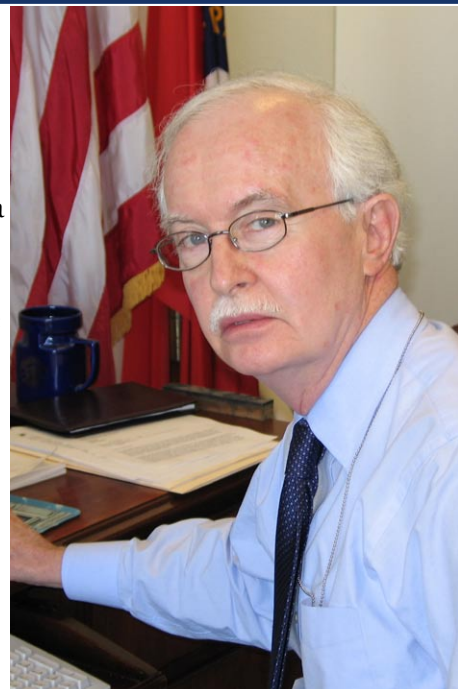
FAA is hosting a two-day forum in the Washington area this week to kick around ideas with experts from the private sector and government on ways to provide the FAA a stable and adequate source of funding for the future.

The administrator raised this funding issue last month at the Wings Club and the Aviation Forecast conference and last week before the National Chamber of Commerce. Chief Operating Officer Russ Chew also discussed the matter at a recent House hearing. (See <http://employees.faa.gov> under “News” for speeches and testimonies.)

### **Why is this important and why should you care?**

First, the taxes that fuel the aviation trust fund are set to expire on Sept. 30, 2007, and it’s not too soon to join this debate. Secondly, it’s important because the trust fund, adopted some 30 years ago, no longer provides a stable and adequate funding source for FAA that matches our needs. In fact, there is no correlation between the trust fund and what it actually costs to run the system — and the gap is widening. Thirdly, last year, 80 percent of the FAA’s total funding came from the trust fund, and the percentage is even higher for FY 2006. So, we all have a solid stake and interest in this issue.

One of the major reasons the current trust fund model is inadequate as a funding source is that the 7.5 percent tax on domestic airline passenger tickets accounts for 50 percent of the trust fund revenues. Even as traffic rebounds to its pre-2001 levels, low-cost carriers make up an increasingly larger share of the



**Gerald E. Lavey**

market, and therefore the revenue going into the trust fund is less. That's just basic math.

Others would say this issue is a red herring – that trust fund revenues are increasing, not declining, so leave the funding mechanism alone. Or just take more out Congress's general fund — hardly a realistic option, we would submit, considering the pressure on Congress to fund from other competing national priorities.

Do yourselves a favor and get smart on the issue. That's the only way you can separate the wheat from the chaff. As the focus on this issue intensifies, the rhetoric will rise accordingly. We'll provide you information in these pages and through other publications, and refer you to other sources as well – industry trade articles, GAO and IG testimonies, and others.

Check out all sources, compare notes, keep an open mind, and then you decide. Much of the information that you need is available on line. So, let your fingers do the walking and the data do the talking. Don't just listen to one voice, including this one. To some degree, we are all captives of our environment. Where we stand is often determined by where we sit.

The administrator has no preferred alternative funding mechanism or a favored funding model in mind. That's the main reason she is meeting this week with more than 140 stakeholders from the private sector and several Congressional and industry staff members. She just wants to start a dialogue, and hopefully out of that dialogue will emerge some answers and eventually maybe even a consensus. At the very least the debate has begun and that's a good first step, because we have a serious issue on our hands and ignoring it won't make it go away. — **Gerald E. Lavey** ➔



# Deviations

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# AOA HIGHLIGHTS

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## EXECUTIVE SUMMARY

### A FRONT BURNER ISSUE:

The search for an adequate and stable source of funding for the FAA intensifies. The Trust Fund, as currently structured, is not up to the challenge.

### LOOKING FOR ANSWERS:

To help in the search, the FAA is hosting a two-day forum to pick the brains of industry and government representatives who presumably have good ideas.

### ATO SUCCESSES AND CHALLENGES:

COO Russ Chew discusses ATO successes and challenges with a House panel. Inadequacy of the Trust Fund also a pivotal part of that discussion.

### AVIATION CATALYST FOR ECONOMIC GROWTH:

In Chile, Administrator challenges world development banks to focus more resources on aviation.

### MINETA SIGNS OPEN SKIES

#### AGREEMENT WITH INDIA:

The signing took place during 10-day, four-country transportation and trade visit to Asia. Mineta also announces Indian Aviation Cooperation (ACP) program.

### LASERS TO WARN PILOTS IN CAPITAL AREA:

NORAD rings nation's capital with laser lights to warn pilots to keep them from straying into prohibited areas.

### SABATINI AND RITZ ON LEADERSHIP:

What is leadership? Nick Sabatini and Lindy Ritz discuss this and other issues in a webcast interview to be aired next week.

### THE LAST WORD:

Feedback on branding much appreciated. You made a difference. "That'll cost you an arm and a leg" doesn't involve removing body parts, as you might think.

### A FRONT BURNER ISSUE:

You're going to hear a lot about the Aviation Trust Fund over the next several months, so prepare thyself. The Administrator raised the issue at the Wings Club of New York and the



# AOA HIGHLIGHTS

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Aviation Forecast Conference in March, and yesterday she discussed the matter in a speech to the U.S. Chamber of Commerce. And, recently, Chief Operating Officer Russ Chew discussed the matter before the House Aviation Subcommittee (see below). What's the issue? Basically, the Aviation Trust Fund no longer provides a stable and adequate source of funding for the FAA, and we need to do something about it. What lends special urgency is the fact that the taxes that fuel the Trust Fund expire in 2007 and it is none too soon to start thinking about alternatives.

Here's an excerpt from the Administrator's speech to the Chamber of Commerce: "Just like the airlines we serve, the Aviation Trust Fund that

supplies most of the FAA's operating revenue and capital investments are largely fed by ticket prices. As airline revenues go, so do we. And vice versa. The problem is that ticket prices are not related to any real measure of productivity for the FAA. For those of you who've been following aviation safety, you know that we're in the safest three-year period in aviation history. But no matter how many take-offs and landings, no matter how many radars or runways, no matter how low the accident rate goes ... most of our income is pegged to ticket prices... which everywhere you look continue to fall." [http://www.faa.gov/news/speeches/speeches/Blakey/2005/speeches\\_blakey\\_050421.htm](http://www.faa.gov/news/speeches/speeches/Blakey/2005/speeches_blakey_050421.htm)

**LOOKING FOR ANSWERS:** Nobody here has a best answer to

the challenge described above. That's why the Administrator is hosting a two-day FAA Funding Forum this week — yesterday and today— to pick the brains of stakeholders from the private sector, Congressional staffers and other government representatives who presumably will have some good ideas to share that we hadn't thought of. The Administrator herself has no preferred alternative funding mechanism or favored funding model in mind. She just wants to start the dialogue, because the taxes that fuel the Trust Fund expire in '07 and we'd better have some good alternatives in our hip pocket long before then. Participants in the forum include Secretary Mineta and Administrator Blakey.

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They'll speak, to be sure, but DOT and FAA participants will be mostly in a listening mode. For more on the Trust Fund challenge, see Editorial in this edition of Focus FAA.)

## ATO SUCCESSES AND CHALLENGES:

Chief Operating Officer Russ Chew testified before the House Aviation Subcommittee last week on ATO successes and challenges. Simultaneously, the FAA published the first annual ATO Performance Report, which describes the organization's activities and achievements since the launch of the Air Traffic Organization (ATO) in 2004. The report is posted on the front page of the FAA public website at <http://www.faa.gov>

Also testifying at that hearing was Jeff Shane, Under

Secretary of Transportation for Policy, who discussed the Joint Planning and Development Organization (JPDO). DOT Inspector General Ken Mead also testified, as did GAO director Gerald Dillingham. A second panel of witnesses included NATCA President John Carr; Tom Brantley, President, Professional Airways Systems Specialists; and John Douglas, President and CEO of the Aerospace Industries Association.

By going to the House website, you can get all seven statements in one spot: <http://www.house.gov/transportation/>

## AVIATION CATALYST FOR ECONOMIC GROWTH, SAYS BLAKEY:

Speaking to an international audience of aviation lead-

ers this week in Chile, Administrator Blakey called on the world's development banks to commit their resources to the development of aviation infrastructure. Citing a vision of the future in which broad public-private international partnerships are an integral part of the growth of global economies, she challenged international financial leaders to direct funds toward development of aviation infrastructure. Billions of dollars from international monetary funds are directed toward industrial and agricultural investments instead, she said. "Today, these banks (the World Bank, the Inter-American Development Bank and others) need to concentrate more on helping countries get their products and resources delivered to

# AOA HIGHLIGHTS

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foreign markets. Countries cannot thrive in today's competitive global environment without a safe and efficient aviation system."

The FAA will be hosting a seminar in Washington later this year to underscore the importance of aviation as a catalyst for economic growth. (For the Administrator's Chile speech and the one before the Chamber of Commerce, see <http://www.faa.gov/news/speeches/?/Type=Blakey2005#Blakey2005> )

## MINETA SIGNS OPEN SKIES AGREEMENT WITH INDIA:

"More flights, lower fares and stronger economic ties will be the result of a new Open Skies aviation agreement between India and the United States." That's how Secretary Mineta described the impact

of the open skies aviation agreement between the U.S. and India that he and Indian Civil Aviation Minister Praful Patel signed last week in New Delhi. The signing took place during the Secretary's 10-day, four-country transportation and trade visit to Asia, which also included stops in Japan, Thailand and Hong Kong.

Doug Lavin, Assistant Administrator for International Aviation, accompanied the Secretary. He said Mineta also announced in India the establishment of the Indian Aviation Cooperation (ACP) program, which is a government industry partnership focused on aviation safety initiatives. The India ACP is modeled after a similar program in China and is chaired jointly by the FAA

and industry. A disappointment, said Lavin, is that a memorandum of agreement for FAA to provide technical assistance to India was not signed during the trip.

Lavin, who is leaving the FAA at the end of the month for a senior Vice President position with the International Air Transport Association (IATA), got warm praise from the Administrator yesterday at Lavin's final Flight Plan Review meeting. She praised the energy and innovations he brought to the international program and said that his contributions will endure long after he is gone.

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## LASERS TO WARN PILOTS IN CAPITAL AREA:

NORAD, the North American Aerospace Defense Command, announced recently that it has deployed a ring of laser warning lights around the nation's capital region and will activate it next month to alert pilots who stray into restricted airspace. FAA is cooperating closely with NORAD on this, and will be working with pilot groups and others to make pilots aware of this new warning system.

If you're wondering why we would use lasers to warn pilots when just recently we made such a big deal about the dangers of lasers beamed into the cockpit, you are not alone. The same thought occurred to us. The answer is that the warning lasers to be used in this instance are low-

level and are not harmful to a pilot's vision.

Hundreds of pilots stray inadvertently into restricted airspace around the capital every year, but since 9/11 this is a much bigger deal. You no doubt recall that last year a plane carrying the governor of Kentucky to former President Ronald Reagan's funeral penetrated restricted airspace by mistake and forced the evacuation of the Capitol. That helped propel this latest move.

## SABATINI AND RITZ ON LEADERSHIP:

Government Executive for April 13 had an interesting article about leadership — or lack thereof — in Federal service. According to the article, 75 percent of top civil service executives are older than 50 and nearly half are

over 55, and we're not doing much to prepare the next generation of leaders. The article basically consists of leadership profiles of several Federal executives or managers who are considered real leaders in their organizations. Leadership is a hard concept to define, but you know it when you see it, and leadership is one of the areas we got low marks on in the Employee Attitude Survey.

Last week, we sat down in front of a camera with Nick Sabatini, Associate Administrator for Aviation Safety, and Lindy Ritz, Director of the Aeronautical Center in Oklahoma City. They discussed what leadership looks like to them, the difference between management and leadership, what they are doing to prepare their successors to take over,

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and more. We'll have this interview available for viewing next week on webcast (via the employee site) and will send out the word long in advance on the exact day and time. Stay tuned.

## THE LAST WORD:

After we launched the new communications products on April 12, we heard from several of you that some of the branding material needed work. So, we've fixed — or are fixing — those areas you identified. When you go to the branding site, you may still see a few areas where it says something to the effect that this particular item is being worked on — thanks to your feedback — and will be back up shortly. Shortly is the key word. If it's not back up yet, it will be shortly.

Thanks for the feedback. It was very helpful.

Last week was the 10th anniversary of the Oklahoma City bombing. Don't miss the article in this issue of Focus FAA on Cheryl Scroggins, one of FAA's own who lived through the tragedy and has been able to move on with her life despite the horrors of that day.

Finally, if you've ever wondered where an expression like "it'll cost you an arm and leg" came from, it's not a Mafia term for exacting an overdue 'protection' payment. It actually has to do with portrait painting, or sculpting too, we would imagine. In any event, according to an unnamed source, prices charged by painters were not based on how many people were to be painted, but by

how many limbs were to be painted. Limbs, not as in trees, but as in arms and legs. So, painting a full-length portrait — arms and legs — would cost more than a portrait of someone just from the waist up. Stands to reason. Ergo, the expression, "okay, but that will cost you an arm and a leg." Sounds apocryphal, I know. Maybe even an urban legend. Hope to see you in a couple of weeks.

**Gerald E. Lavey**

**Deputy Assistant Administrator  
for Internal Communications**

**Office of Public Affairs**

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# THE MAY 24 ISSUE OF FOCUS FAA WILL BE A SPECIAL MEMORIAL DAY EDITION.

We'd like to use this issue to remember those Americans who fought for this country, but are no longer with us.

We'd like to hear from FAA employees about family members who fought for our country, but were either killed in wartime or have since passed away. The stories can be related to the current war in Iraq, or about earlier conflicts. They could be about specific incidents, or general



reminiscences. They can be about grandparents, parents, brothers or sisters, husbands or wives, children, cousins, aunts or uncles, nephews and nieces.

We're looking for remembrances of 50 words or so. If you need to write more, feel free. Focus FAA will edit stories for style and space considerations, if necessary.

Photos will be considered for publication. Make sure that you provide a caption.

Send your story to [jim.tise@faa.gov](mailto:jim.tise@faa.gov). Keep in mind your Lotus Notes must be activated in order to use this address. If you have any problems with sending your comments, copy the email address and paste it in the "To:" line of a new email message.

The deadline for submissions is May 13.

Following are emails to Focus FAA. If you have comments about these

letters, stories in the issue, or other subjects, email [jim.tise@faa.gov](mailto:jim.tise@faa.gov).

## TIME TO FOCUS ON TECH OPS

It's nice to see that the FAA is hiring controllers, but when it comes to technicians it does not seem to be as important. Who is going to maintain and repair the equipment that they use? Every place I know of across the nation is short on techs. Most of the ones that are being hired come from Tech schools and it takes them from three to five years before they are competent enough to maintain most of the systems that the FAA uses. Then there is the pay discrepancy. I have been with this agency for over 17 years and have been to over 100 courses to be proficient at my job. Our training never stops.

When new equipment hits the field, back to school we go. Yet my pay is substantially lower than a controller's. They may have the flying public bamboozled about how high the stress level is on their job, but I know better. Don't get me wrong. I love my job and make good money doing it, but with all the training I have to get it makes me a little angry to see controllers paid substantially more than me.

They can try and contract our jobs out if they want to, but I don't think it will work. The equipment we work on is too specialized. On top of all that most of the guys that I work with or around are near retirement age, so we have the same problem that the controller work force has and it seems that nothing is being done to remedy the situation.

**Dearryl Rabb**

**Western-Pacific Region**

## MUSHROOMS

Sorry, I was expecting information on the FAA and the re-organization in progress. We still are like "mushrooms" out here in the field with no information coming down from headquarters.

I know that I am in the Western Service Area, but other than that there has been very little information available.

**Chuck Gilmore**

**Alaskan Region**

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